

The Hongkong Telegraph.

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WEATHER FORECAST
FAIR
Barometer 30.08

October 31st, 1912, Temperature a.m. 75, p.m. 84; Humidity 88, 50.

October 31st, 1912, Temperature a.m. 78, p.m. 76; Humidity 88, 50.

No. 8982

三月九日

FRIDAY, NOVEMBER 1, 1912.

三月一十一日

三月一十一日

Ships Out 10 Oct.

TELEGRAMS.

THE WAR.

THE SULTAN'S BLESSING.

Reuter's
[Service to the "Telegraph."]

London, October 31.

The despatches from Nazim Pasha have revived the spirits of the authorities in Constantinople. The Sultan telegraphed yesterday evening his congratulations on the success, adding:—"May the good God make you worthy of His clemency and the favour of the Prophet. May blessings be showered upon you in this world, as they surely will be in the next."

Apart from Nazim Pasha's telegram, the sole information yesterday evening in regard to the great battle was a Bulgarian despatch announcing the opening of the bombardment of the North-Western front of Adrianople at 1.30 on Tuesday morning, the Turks replying feebly.

THE BIG BATTLE.

Fresh Bulgarian reserves, mostly without uniforms, arrived during the night. The field guns moved forward, opening fire at eight o'clock yesterday morning. Ninety minutes later the infantry advanced. Simultaneously the Bulgarian Eastern Army attacked the Turks by the River Ergeno.

Silence ensued after this message till a message from Reuter's correspondent at Sofia announcing a Bulgarian victory and the capture of Luleburgas, which is the key to the Turkish second line of defence, extending westward to Demotika. Whether the Turks are wholly defeated is not yet clear. They may make a stand at Chorlu.

A BLOW TO TURKEY.

The Bulgarian silence regarding the battle has been broken by the following message from Reuter's correspondent at Sofia, received this morning:—"After two days' fighting, the Bulgarian Army completely defeated the Turkish principal Army, which retreated in disorder."

DETAILS OF BATTLE.

A correspondent of the "Reichspost" with the Bulgarians states that the arrival of the reserves released three brigades of General Ivanoff's army from the investment of Adrianople.

The battle began on both wings with an attack by two large Bulgarian groups on the right wing, with which the bulk of the cavalry was operating in the direction of Luleburgas and Chorlu. Strong columns marched via Hafiz and Halapie to the south of the Ergeno River. The Bulgarians were driven back northwards at Toluidkami. The advance of the eastern group was delayed by the thick woods and the impassable roads which the rains had converted into a morass, but the general advance was subsequently resumed.

The other columns marched via Midin in the direction of Sultanbaghie Istanbula.

There are 100,000 Musulmans at Adrianople, the resources of which place are being thus severely taxed.

EFFORTS OF THE POWERS.

Later. Reuter's correspondent at Constantinople reports that an uncensored telegram states that among the reasons advanced for the Turkish disaster at Kirk Kilise are the bad example of the Christians in the ranks, the flight of the Bediks who are not yet armed, the failure of the commissariat in consequence of which the troops were for three days fed on flour and water, the insufficiency of officers due to the Government's stirring officers risen from the ranks, the inefficiency of the intelligence department, and disorganization in the supply of munitions. Some of the soldiers having rifles and not cartridges had them being cartridges and

TELEGRAMS.

THE WAR.

TURKS ACCUSED.

Reuter's
[Service to the "Telegraph."]

London, October 31.

Official statements issued in Sofia accuse the Turks of burning villages, exterminating Bulgarian inhabitants, and torturing Bulgarian prisoners.

Similar allegations are made from Athens with reference to the Greek villages in Epirus.

TRROUBLE AT HOME.

The Turks accuse the Bulgarians of burning Mohammedan villages, from which thousands of refugees have arrived at Constantinople, thus complicating a situation already disquieting on account of the presence of thousands of starving Redifs.

There are also rumours of a Unionist plot against the Government and martial law is being applied more strictly.

A PEACE BASIS.

A message from Reuter's correspondent at Sofia says that the official journal "Mer" states that if Europe is anxious for lasting peace the formula of the status quo must be forgotten. It is offensive to the brave armies of the allies, after their glorious victories and sanguinary sacrifices. The war has radically modified the situation.

A LESSON TO BRITAIN.

Mr. Churchill, speaking at Sheffield, said that the Powers, without exception, were striving to effect a settlement in the Balkans which would make another war impossible. This spontaneous explosion in the Balkans was a lesson to Great Britain to be patient, circumspect and peace-loving. That was not enough. We must be strong, self-reliant and united.

TURKISH BOMBARDMENT.

Later. Reuter's Constantinople correspondent says it is rumoured that the Turkish Fleet has bombarded Burgas and that troops have been landed.

MAIN ARMY ROUTED.

Reuter's correspondent at Sofia wires that three days' battle at Luleburgas, eastward of Sora, over a front of 50 kilometres, ended in the total rout of Nazim Pasha's main army. The Turks lost very heavily and fled in disorder toward Chorlu.

BULGARIAN CAPTURES.

Reuter's correspondent at Sofia states that the Bulgarians in the battle with the Turks drove the latter from their fortified positions and are now pursuing them.

The Bulgarian losses were comparatively slight.

The Turks are fleeing panic-stricken. The Bulgarians captured numerous guns, flags and other trophies, as well as much ammunition and many prisoners.

ROUMANIAN ANXIETY.

Reuter's correspondent at Bucharest states that the people are anxious owing to the requisition of vehicles but it is announced that this is only in consequence of transport experiments. The Government is sending field hospitals to Bulgaria and Turkey.

EFFORTS OF THE POWERS.

Later. During question time in the House of Commons, Sir Edward Grey stated that the Powers had communicated one with the other regarding varying aspects of the Balkan situation resulting from the progress of the war, but it was not advisable at present to make any statement respecting the policy of Britain and the other Powers, who, he was glad to say, were continuing in concerted action. The House would appreciate the difficulty of stating the Government's own views at a time when its primary object was to keep in touch with the others and to promote agreement between them. He knew nothing to suggest the prospects of peace as soon as the military situation was resolved.

EXPLAINING A DEFEAT.

Reuter's correspondent at Constantinople reports that an uncensored telegram states that among the reasons advanced for the Turkish disaster at Kirk Kilise are the bad example of the Christians in the ranks, the flight of the Bediks who are not yet armed, the failure of the commissariat in consequence of which the troops were for three days fed on flour and water, the insufficiency of officers due to the Government's stirring officers risen from the ranks, the inefficiency of the intelligence department, and disorganization in the supply of munitions. Some of the soldiers having rifles and not cartridges had them being cartridges and

TELEGRAMS.

THE WAR.

PEACE?

Reuter's
[Service to the "Telegraph."]

London, November 1.

Reuter's correspondent at Constantinople, writing under today's date, says that at 12.30 in the morning grave news was received from the front.

The Cabinet is still sitting, and it is believed the question of peace is being considered.

"THE CHIEF SCOUT."

MARRIED TO MISS SOAMES.

London, October 31.

General Sir Robert Baden-Powell, Chief of the Boy Scouts, was married to-day to Miss Olave Soames, daughter of Mr. Harold Soames, at Parkstone, Dorset.

LIEUT BECKER.

APPEAL MAY LAST A YEAR.

London, October 31.

The appeal against the sentence of electrocution passed on Lieut. Becker, of the New York Police, may occupy a whole year.

THE CHINESE REPUBLIC.

AN UNPOPULAR POST.

[From Chinese Sources.]

Peking, October 31.

Chen Hock-hsi, Minister of Finance, is determined to resign. President Yuan is reported to have agreed to accept his resignation.

TOO LATE?

President Yuan has issued an order directing the Mongolians in Inner and Outer Mongolia to elect their representatives to proceed to Peking within this year as a proof of their adherence to the Republican Government. "Shai Po."

THE QUEUE AND THE VOTE.

Shanghai, October 31.

Chen Chee-chai, Governor General of Shantung, has begged the Government to deny the franchise to those with queues. President Yuan, in reply, states that the right of voting must be decided on sound principles, and the cutting of queues has no bearing on the matter. However, the Governor General is directed to advise the people to discard their appendages.

SURVEYORS WANTED.

Dr. Sun Yat-sen has telegraphed to President Yuan begging him to direct the Governors General of the various provinces to despatch railway surveyors in connection with his railway scheme.

HONOUR ACKNOWLEDGED.

President Yuan has telegraphed to the Committee of the American Exhibition thanking them for the honour of hoisting the Chinese Republican flag at the firing of salutes. "Shai Po."

RUSSIAN TROOPS RECALLED.

Peking, October 31.

San Siu-lim, Governor General of Hei-lung-kiang, has telegraphed to the Cabinet that Russia recalled her troops stationed in the Far East on the 20th inst.

MINISTER TO PARIS.

The French Minister at Peking has replied to the Chinese Government re-recognising Wu Wai-tak as Chinese Minister at Paris.

COMING EXHIBITION.

The Ministry of Labour and Commerce intends to hold an exhibition sometime next year.

CANTON GOVERNOR CRITICISED.

Li Kwok-chun, a member of the State Council, has raised the question of the Canton Governor General using the land tax as security for foreign loans, saying he regarded the Governor General's action as contrary to the order of the Government.

TELEGRAMS.

U.S. VICE-PRESIDENT.

DEATH OF MR. SHERMAN.

Reuter's
[Service to the "Telegraph."]

London, October 31.

The death is announced of Mr. James S. Sherman, Vice-President of the United States.

SKETCH OF CAREER.

James Schoolcraft Sherman, Republican, of Utica, N.Y., Vice-President of the United States, was born in the city of Utica, October 24, 1855; his father, Richard U. Sherman, also born in Oneida County, N.Y., was by profession an editor and also prominent in public life.

JOCKEY CLUB CUP.

NEEDS OF THE FUTURE.

Reuter's
[Service to the "Telegraph."]

London, October 31.

An unexpected development took place during the debate on the Home Rule Bill to-night, Mr. Asquith introducing an important modification of Clause 8, which provided that the Irish Senate should be composed of 40 members who should be nominated in the first instance by the Imperial Parliament for eight years, one-fourth retiring in alternate years, the vacancies being filled by the Irish Government by nomination.

MINNESOTA AFFAIR.

(Continued from page 4.) abreast of No. 4 hatch on the port side of the spardeck. That was about 11.15. He was breathing heavily but did not seem in any pain. He lived about ten minutes longer. Witness went to open the dispensary and whilst doing so deceased died. Witness ascertained the man was dead and they left him there until the police took charge. They immediately signalled for the police.

The plan produced was

the official plan of the ship. The ship was lying at the Company's buoy of Stonecutters' Island. She was in the waters of this Colony and was flying the American flag. They made the official police signal and they burned blue lights. He could not say exactly when the police arrived.

Inspector Kerr said he was

in charge of the water police station and in consequence of information went on board the s.s. Minnesota. He received the information at 3.50 a.m. and got on board about 4.40 a.m. He

went along and saw the captain

and then went along with the captain and the chief officer to the dispensary and there he saw the body of the deceased. When

L.S. 48 arrived with the dead box witness handed the body over to him and he took it away. Witness saw the accused in a room in an alleyway and he asked accused where he kept his knife. He did not caution him. Accused said his knife was in a box

forward in the refrigerating room.

He then told him the man he had

had trouble with was dead.

He replied "I am very sorry to hear it." The accused was cautioned in the ordinary manner and he said he could only tell the truth when the time arrived. Deceased was charged by Sergeant Caygill, the station sergeant. Witness went forward and found the knife in a small box in the refrigerating chamber. There was a piece of copper wire between the blade and the handle to save the blade from slipping. Accused was cautioned at the station, and then said "I am not guilty." The statement was produced.

The chief officer recalled

that when accused was placed under arrest on the ship, before the police arrived, he was dressed in blue overalls. The small pocket in the trousers was used for small tools used by mechanics.

Mr. Hodgson asked for the

charge of murder to be withdrawn and manslaughter substituted.

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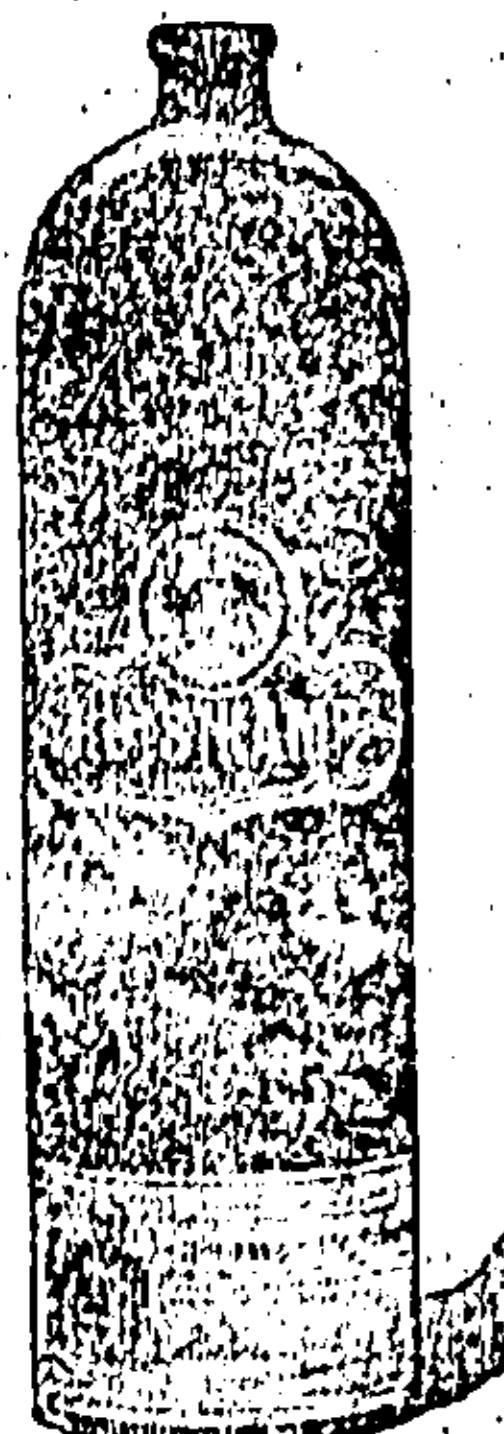
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Notice

FINEST OLD DUTCH
GIN & LIQUEURS.

FINEST OLD SCHIEDAM

\$14.00 per Case of 12 Quarts
INCLUDING DUTY.SAMPLE BOTTLES FREE
LIQUEUR GLASSES

GRATIS

to regular buyers on application
to the

SOLE AGENTS FOR SOUTH CHINA.

MAC Ewen, FRICKEL & CO.,
4. DES VOEUX ROADDix Bros
TATTOOS

1, WYNDHAM STREET (Flower St.) ESTABLISHED 1900.

DRAGON CYCLE DEPOT

The LAST WORD in Motor Cars "THE OVER-LAND," America's Best, a THOROUGHLY HIGH CLASS well finished car, at a moderate price.

Sole Agent
DRAGON CYCLE DEPOT.

Entertainment

FOR SALE

THEATRE ROYAL
THE ORIENTAL THEATRICAL
COMPANY OF MANILA, P.I.
PRESENTSFERRIS
HARTMANN
AND HIS
ALIENED COMPANY,
INCLUDING
MISS "MUGGINS" DAVIESAND
WALTER DE LEON.
IN A REPERTOIRE OF
NEW MUSICAL COMEDIES.Saturday, Nov. 2.
ONE NIGHT OFF.Monday, Nov. 4.
THE CAMPUS.Wednesday, Nov. 6.
THE TOYMAKER.

THE GIRL AND THE BOY.

Thursday, Nov. 7.

MR. O. JOY.

WINNING JOCKEY.

Saturday, Nov. 9.
FAIRY TALES.Monday, Nov. 11.
ONE NIGHT OFF.

Curtain at 9.15 p.m. Prompt.

Circle \$3.50 Octobein Stalls \$1.10

Balcony \$1.00 Fis \$1.00 Gallery \$1.00

Rooms at Mezz. \$1. Mouth \$1.00

BOX'S EXCHANGE TABLES

1/8 To 1/10 "

APPLY

"HONGKONG

TELEGRAPH.

FOR SALE.

OLD CHINA CURIOS.

A fine lot of China Vases:
 1. Hand decorated (Ming Dynasty)
 (about 24 inches high).
 2. Long (i.e. black ground with red birds).
 3. Hand decorated (Ming Dynasty).
 4. Hand decorated (Ming Dynasty).
 5. Painting Dynasty square shaped (black ground with red birds).
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WATSON'S E VERY OLD LIQUEUR.

SCOTCH WHISKY. A BLEND OF THE FINEST PURE MALT SCOTCH WHISKIES.

For over 30 Years WATSON'S 'E' has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

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29

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The rates of Subscription to the "Hongkong Telegraph" will be as follows:—

Daily issue—\$30 per annum.

Weekly issue—\$13 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, FRIDAY, NOVEMBER 1, 1912.

PROGRESS IN CHOSÉN.

The annual report of reforms and progress in Chosén (Korea), which has just been issued, makes interesting reading. Allowing for the possibility of its being coloured by national pride—and such colouring might be unconscious and would be natural and even pardonable—it is none the less a striking record of solid progress. It will be remembered that, on August 29, 1910, the Protectorate which was established by Japan in 1905 was abolished and the Imperial Government assumed the responsibility of direct administration and annexed the Empire of Korea to Japan. The vital object of annexation was to secure stability of peace and tranquillity for the Peninsula, and it seems beyond doubt that this object has been secured in considerable degree. We are told in the report that "the people of Korea put away their suspicions and anxieties and become heartily appreciative of His Imperial Majesty's merciful reign and of the new regime." In the main, and despite the fact it takes no notice of here and there a sign of disaffection, this is no doubt, fairly true.

It is clear, at any rate, that the trade of 1911 was in advance of that of 1910. There was an increase of over 3,000,000 yen alike in imports and exports, and the fact that the excess of imports over exports, which was formerly recorded, has decreased, is a healthy economic sign. Increasing trade again, has helped towards the formation of co-operative companies for the conduct of trade which formerly was in the hands mostly of individuals or rudimentary guild associations. This improvement we may fairly assume, is to be set down to the fact that insecurity of life and property, formerly caused by official extortion and abuse and by brigands who preyed upon the people, has largely been removed. Life and property are more safe, the conditions of existence are improved, and people are developing and increasing their businesses. These are unmistakably healthy signs, and, even if there is a disposition in the report to paint progress in rather glowing colours, there is no escaping the evidence produced of steady advance.

We note, by the way, that the educational system has not yet been touched. There is wisdom in delay in this direction. Readjustments in any existing educational system require such careful consideration that it is well to avoid undue haste. It seems, however, that a new educational system is being worked out with the object of making the common school system primarily founded on a solid basis, which will make the annexed subjects assimilate healthy mental development, suited to the actual conditions of Korea. Practical education, such as technical training, is to be encouraged and higher education is to be provided for.

Altogether the Report, setting aside a certain tendency to be a little vain-glorious, is a careful record of excellent work carried out carefully, steadily, without undue haste and with a fixed determination to achieve good results.

DAY BY DAY.

The man who succeeds is a self-made man. The who fails is a victim of circumstances.

Mail Delivered.

The German Mail of October 3rd was delivered in London on October 31st.

Theatricals.

The Ferris Hartman Co. open their season at the Theatre Royal to-morrow night.

Accession Anniversary.

To-day is the anniversary of the accession of the Emperor of Russia who began his reign in 1894.

Back Again.

Among the passengers who arrived from Home by the P. and O. s.s. Nile were Dr. and Mrs. J. H. Saunders.

Cruisers' Overhaul.

H.M.S. Kent has gone into the naval basin for overhaul, and H.M.S. Defence as come out and gone alongside to complete her refit.

A Mark of Respect.

The flags at the U.S. Consulate and at the Pacific Mail S.S. Co.'s offices are flying at half-mast to-day owing to the death of Vice-President Sherman.

Practice Dances.

The dates of the practice dances for the St. Andrew's Ball have been altered to Thursday, 14th inst., Wednesday, 20th inst., Wednesday, 27th inst.

Service for Children.

The first Service of the Season for children and friends in the Church will be conducted on Sunday Nov. 3rd at 3 o'clock by Rev. C. H. Hickling.

The Mourning Stripe.

The Douglas steamers have donned the blue mourning stripe out of respect to the memory of the late Mr. J. H. Lewis, formerly head of the company.

The New Sinhalese Paper.

The new Ceylon paper which Mr. Tom Wright of "Straits Echo" fame is to edit is being financed by wealthy and influential Sinhalese, who have subscribed over Rs. 200,000.

Commission Ended.

H.M.S. Newcastle left this afternoon for Colombo, where she will be recommissioned. Her crew will be transferred to H.M.S. Gibraltar and taken home, while a new crew will be taken aboard and brought to Hongkong.

Delayed by Strike.

The Blue funnol steamer Titan arrived in port to-day from Vancouver several days late. She was delayed in consequence of a coal strike in British Columbia, the result being that only fuel of poor quality could be obtained, thus decreasing the vessel's steaming power.

Lottery Tickets.

Two men were charged at the Police Court, this morning, with being in unlawful possession of lottery tickets, and the first defendant was also charged with offering a bribe of \$30 to a revenue officer. The case was remanded, bail being fixed in the case of the first defendant at \$1,000 and in the second \$50.

Guard of Honour.

A Guard of Honour consisting of 2 Officers, 50 N. C. Officers and men, with regimental colour and band, will be furnished by the 1st Bn. K.O.Y.L.I. on the occasion of the landing of General Sir I. S. M. Hamilton, G.C.B., D.S.O., Inspector-General of the Overseas Forces, to-morrow. The Guard will be drawn up at Blake Pier.

The late Mr. J. H. Scott.

In an obituary notice of Mr. J. H. Scott, late senior partner of Messrs. Butterfield and Swire, "Shipping and Engineering," observes:—"In 1903 Mr. Scott revisited the East and took journeys to and fro on the coast on most of the company's steamers in order to acquire a first hand knowledge of the working and requirements of the fleet. His tact and courtesy on these occasions, and the unfailing patience with which he listened to the complaints and suggestions of the officers of the fleet, earned for him a high place in the esteem of those who manned the vessels of the China Navigation Company."

MINNESOTA AFFAIR.

To-Day's Proceedings In the Court.

At the Summary Court this morning Mr Justice Compton in fixing cases for next week said that there was a Magistrate's appeal on Monday. There was a special Criminal Sessions he understood on that day for the case of the Minnesota. The cases he was fixing would be subject to the arrangements he had just intimated.

Mr. P. M. Hodgson, Assistant Crown Solicitor, who prosecuted, has stated that a special Sessions has been arranged.

At the Police Court, this afternoon when John Sexton Dunn again appeared before Mr. C. D. Melbourne, there were many Americans again present who attentively followed the proceedings.

The last witness called yesterday was Dr. Macfarlane, and to-day the first was Henry Strand, third engineer of the ship.

Henry Strand said he remembered the night of the 28th. He had been ashore and came back about 10.30. There came back with him watchman Ireland, quartermaster Stein and the deceased. They went to the engineer's messroom. The third electrician was there. After about ten minutes the accused came into the room. He (witness) stayed there about fifteen minutes and then went to the water tender's messroom. He did not see the accused drink anything in the engineer's messroom but he saw a bottle. He saw the accused eating a sandwich. In the water tender's messroom there were quartermaster, Stein and the deceased.

About five minutes later the accused passed by the door but did not come in. The deceased called out "I am going to lock that son of a b—h." He got up and witness said "Don't do it; let him alone." Deceased ran after the accused forward. Witness did not go out. Mr. Mayson was standing in the doorway. He tried to stop the deceased but he did not succeed. Mr. Mayson ran after the deceased. He was surprised at the deceased calling out what he did but he did not know what to think of it. He did not know if the deceased and the accused were on good terms or not but it was general talk among the crew that they were not.

Accused said he did not wish to ask the witness any questions.

Alfred Douglas Ireland said he was the day watchman on the Minnesota. He returned from shore with the deceased, and Mr. Strand in the Company's launch from Statue Pier, about 10 o'clock. He went to his quarters on the spar deck. He never saw the deceased after they got on the ship until the deceased came and asked him if the doctor was on board at quarter past or half past eleven. The deceased appeared perfectly sober at the time and he was holding his hands to his heart. When witness asked him what was the matter he began to sway and witness held him up by the elbows. Witness noticed bloodstains on his shirt.

I am Stabbed.

In answer to the question of witness he said "I am stabbed." He then collapsed and died. Witness was with him until he died. When he came from shore with the deceased, the latter was under the influence of drink but not drunk. As far as he knew the deceased and the accused were not on good terms. He had noticed a knife like the one produced with the deceased which the deceased would use in the course of his work.

Deceased might even put it in his pocket. He identified the body at the mortuary as that of the deceased. On the chief officer's order he helped to carry the deceased down to the second class entrance and examined him. He put a towel round him and tried to stop the bleeding. He only noticed three wounds.

One, he thought, was over the liver, and two more below the heart. He then notified the officers of the occurrence. The deceased had a belt on next to his skin.

J. W. Nicholson, chief officer of the Minnesota, said he did not see the unfortunate occurrence. He saw the deceased alive lying

THE SPECIE ROBBERY.

How Sampan People Become Rich.

At the Police Court, this morning, before Mr. C. D. Melbourne, two Chinese, a man and a woman, were charged with being concerned in and receiving the specie which was missed from the a.s. Hongkong.

Mr. Shenton, of Messrs. Deacon and Deacon, prosecuted, and Mr. Crewe, of Messrs. Hastings and Hastings, defended.

Mr. Sheaton said the a.s. Hongkong left Haiphong on the 10th ult. for Hongkong via Pako and Hoikow and when it got to Pako nine cases of treasure were taken on board. These were placed in a treasure room in the stern of the ship and the door of the treasure room was locked by two iron bars with separate keys which were kept in the officers' room.

The ship arrived in Hongkong at 8 p.m. on the evening of the 15th ult. There were two men on watch from twelve p.m. till six a.m. These two men, as a matter of fact, had absconded.

Two Cases Were Missing.

About six a.m. on the 16th the captain received a report that the strong room had been entered and he went there. He found that two cases were missing, one containing \$500 and one containing \$1,500, in twenty cent pieces. Inquiries were made from the police and from information received the two defendants were arrested. They were the owners of a sampan and in the sampan was found \$160 in twenty cent pieces, a pair of gold bangles bought from Tai Yuen shop for \$140 on the 18th, and bought by the woman, and there was also found a pair of rattan bangles and other articles of jewellery bought for \$43.30. A gold finger ring was also found which was bought by the woman on the 17th. A moneychanger would state that the defendants were changing twenty cent pieces the second day after the robbery. They were also found a pair of rattan bangles and other articles of jewellery bought for \$43.30. A gold finger ring was also found which was bought by the woman on the 17th. 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THE DACRE CASTLE.

Inquiry into Circumstances Attending her Loss.

This morning a court of enquiry was constituted at the Marine Court to make an investigation into the circumstances attending the loss of the British steamship Dacre Castle, off Kowloon on September 16 of the year. The court was made up as follows: Commander Basil Taylor, R.N., senior magistrate, Lieut. Courtney Swinton, H.M.S. Tamar; Donald Macfadyen, master of the British steamship Jelunga; James William Evans, master of a.s. Hainan; and William Joseph Bishop, master of the a.s. Dilwara. The particulars set out in the official documents showed that the Dacre Castle's official number was 124,110 Liverpool, and the master was Edwin Gough whose certificate of competency was numbered o.c. 034,480 London.

Edwin Arthur Gough, master of the Dacre Castle, said they were on a voyage from Yokohama to Boston and New York. He left Yokohama on August 24. They called at Shimidzu, Kobe, Kuratsu, Shanghai and Keelung, arriving there on September 14. He anchored in the outer bay for quarantine, and then entered the harbour, making fast to buoys, ahead and astern. On the fifteenth it began to blow very strongly.

Was there any typhoon warning up?—Yes, we received the first on the 15th.

It was falling.

Did the glass give you any indication?—Yes, the glass was gradually falling.

Continuing, witness said he sent ashore for additional mornings. The wind was N.N.E. and he was lying with the ship's head more to the east. He ran through the night alight, and in the morning the weather moderated, but in the afternoon it increased again. The glass remained about the same and did not start falling until about 6 p.m. About 4 p.m. the stern mooring, of their own wire, parted and the ship swung across the channel. He sent word to the engineer to get full pressure of steam up; he had kept his fires banked awaiting the typhoon.

Witness then pointed out his position on chart, and the places where other craft were anchored.

To keep the boat to northward he put out his port anchor having already put out the starboard anchor.

Started to drag.

A little later the ship started to drag both the anchors and the buoy. This would be about 4.30 p.m. before the glass had begun to drop again. He decided to get underway as soon as there was sufficient steam, and, receiving the report that he had sufficient steam, at 5 o'clock, he got underway. He got both anchors up and slipped the wires to the buoy, and then went to the outer harbour anchoring with both anchors, "30 fathoms on the port and 60 on the starboard."

In answer to the court: The length of his ship was 302 feet.

Continuing, witness said he was steaming at his anchors, when shortly after 6 o'clock a squall came on and she commenced to drag again. He weighed anchor and then anchored again with the bow pointing east. The boat was drawing 17 feet forward and 23 feet astern. On this occasion he thought that the anchors were going to hold. He had some of the crew on to watch the anchors, but no sooner had others of the crew gone down to get their tea than she started to drag once more, going rather to the westward. He got underway, but a sudden squall came on, just as he got his anchor clear.

Heavy Seas.

A heavy sea caught him under the stern, unshipped the rudder, and broke the stern post. Shortly after that another big sea came along and swamped her. Then it was that the boat took the shore, where she began to pound heavily. He got the life boats out, and at about 10 o'clock the vessel was shearing the rivets, while the engine and boiler seems were lifting. She was not making much water at first. Later the water gauges were sheered off the boiler, and the steam escaped, scalding the chief engineer. All this time the second and third

(Continued on page 10)

CORRESPONDENCE.

[The opinions expressed by our correspondents are not necessarily those of the "Hongkong Telegraph."]

NAMELESS ROADS AND PUZZLED STRANGERS.

To the Editor of the "Hongkong Telegraph."

sides: if this were done, a temporary measure, a most attractive ride would be available for residents and tourists, to many of whom the Southern portions of the Island are at present inaccessible. The expenditure might be met out of the vote for maintenance of Roads &c.

The expensive alterations in gradient which were projected when the Jubilee Road round the Island was under discussion, and which were essential for horse traction, are not absolutely necessary for motor cars, and there seems no adequate reason for keeping this road closed until the more elaborate scheme can be carried out. If traffic were allowed in one direction only there would be no risk of collision.

(Extract of reply from Colonial Secretary of 30th October, 1912.)

I am directed to inform you that the improvement of the road from Aberdeen to Shaukiwan suggested in your letter of 7th October so as to make it available for motor cars is estimated to cost \$7,000.

No fund will be available to carry out this work next year but it will be considered in connection with the Budget for 1914.

"TRUTH" AND HONG-KONG MOTORS.

"Truth" in a recent issue had the following:

"A short time ago I mentioned that the Hongkong Government had issued new regulations for motor-car traffic which seemed to be practically aimed at its abolition. This has brought me a letter in favour of its abolition from a British resident, who argues that the motor is a nuisance and a danger in such a place as Hongkong. Not being personally acquainted with the island, I am unable to express any opinion of my own on that point. It would seem, however, that, after all, this resident's view is not endorsed by the Government, which, according to a local paper just to hand, has already repealed the obnoxious regulations which excluded motors from certain roads. The information regarding the repeal of the regulations was given in our issue of September 2, and was forecasted in the "Telegraph" some days before."

Editor.

"DEAD" MAN ALIVE.

At the Summary Court, this morning, before Mr. Justice Gompertz:

Mr. Russ (Messrs. Golding, Birlow and Morrel).—The case 10031, my Lord, is one in which I am concerned but it does not seem to be in the list. I asked for it to be restored this a case where a man said the defendant was dead. We have now evidence that the man who came and said the defendant was dead was the defendant himself. (Laughter).

His Lordship:—Was it adjourned sine die?

Mr. Russ:—Yes, I wrote to the Registrar asking for it to be restored.

ANOTHER BURGLARY.

On Wednesday a burglary was committed in the shop 174 Des Voeux Road, and articles to the value of \$30 stolen. Entrance was effected by lifting a door out of the socket.

Sanitary Driver Injured.

A Chinese employed as a driver of a Sanitary Board water cart has been sent to the hospital suffering from injuries received through falling from his cart at Kowloon this morning.

DON'T FORGET.

Saturday, Nov. 2. Boxing Victoria Theatre. Ferris Hartmann Co.

Sunday, Nov. 3. Al Fresco Fete Roman Catholic Cathedral.

Special Parade H.K. Volunteer Reserve 9 a.m.

Monday Nov. 4. Sale of Crown Land P. W. D. 3 p.m.

Wednesday, Nov. 6. Licensing Board, Council Chamber, 2.15.

Annual Meeting V.R.O. 5.30 p.m.

Monday Nov. 11. Public Holiday.

Croquet Week Commences.

THE HONGKONG TELEGRAPH.

[The opinions expressed by our correspondents are not necessarily those of the "Hongkong Telegraph."]

THE HONGKONG TELEGRAPH.

To the Editor of the "Hongkong Telegraph."

Sir.—In the interests of visitors to our Island I would be glad if you would, through the medium of your valuable paper, bring to the notice of the Authorities concerned, the necessity of supplying the public with more information than exists at present regarding the names of the new roads which have recently been constructed on the Peak. I take it we are all more or less interested in the opening up of new sites for building and one of the most striking features to the newcomer in Hongkong is the large number of roads that have been constructed on the Peak during the last few years, which shows a desire on the part of the Government to make the Peak as desirable a residential quarter as possible. Why not therefore give the pedestrian every facility of knowing the names of the roads and in what direction they lead? At present there are many roads on the Peak without any names apparently, and it is an easy matter to the stranger to our shores to lose his bearings to no little personal inconvenience. As a case in point I would mention that one of my friends last Saturday visited the Peak with the intention of finding a certain house on the Plantation Road. She proceeded to the top tram station, took the new road running in the direction of Plantation Road and in due course arrived at the junction where the new road crosses Plantation Road and leads on in the direction of Barker Road. Not seeing any name plates up or any directions whatsoever that would assist her, she continued along the new road and of course after walking some distance found herself considerably out of her way, with the result that she had all the way to walk back. The general public will agree with me, I think, that the time has arrived when the Government should see that clear and explicit directions, with the names of every road constructed, are placed at the respective ends of each road in the Colony, and more particularly on the Peak to any where visitors naturally proceed in preference to any other part of the Colony to enjoy the beauties of the Island. While we all appreciate the excellent opportunities that have been offered us to explore the Island, it seems a pity that visitors should be subjected to no little personal inconvenience and annoyance through the lack of a little forethought over such slight, but necessary, details. Apologizing for the length of this letter,

Yours etc,
"OBSERVER,"
Hongkong, 1st November, 1912.

JUBILEE ROAD ROUND THE ISLAND.

[To the Editor of the "Hongkong Telegraph."]

Sir.—The attached correspondence appears to be of sufficient general interest to merit publication.

It seems strange that a Colony with an annual revenue of nearly eight million dollars should be unable within the next 14 months to spend the comparatively small sum of \$7,000 in rendering fit for carriage traffic the only road communicating with its South Eastern shores, the bridges of which road have been constructed for such traffic.—Yours etc,

Donnys & Bowley.

(Extract from letter for Donnys and Bowley to Colonial Secretary of 7th October 1912.)

Our clients trust that steps will now be taken to improve the road round the Island (from Aberdeen to Shaukiwan) so as to make it available for motor cars. We understand that the bridges are of sufficient width and strength to carry the cars, and that it is only necessary to widen the corners on the hill down to Deep Water Bay and on the hill from Repulse Bay to Stanley Gap, to cut back other corners, to clear the road of weeds and undergrowth and repair the surface with disintegrated granite from the hills.

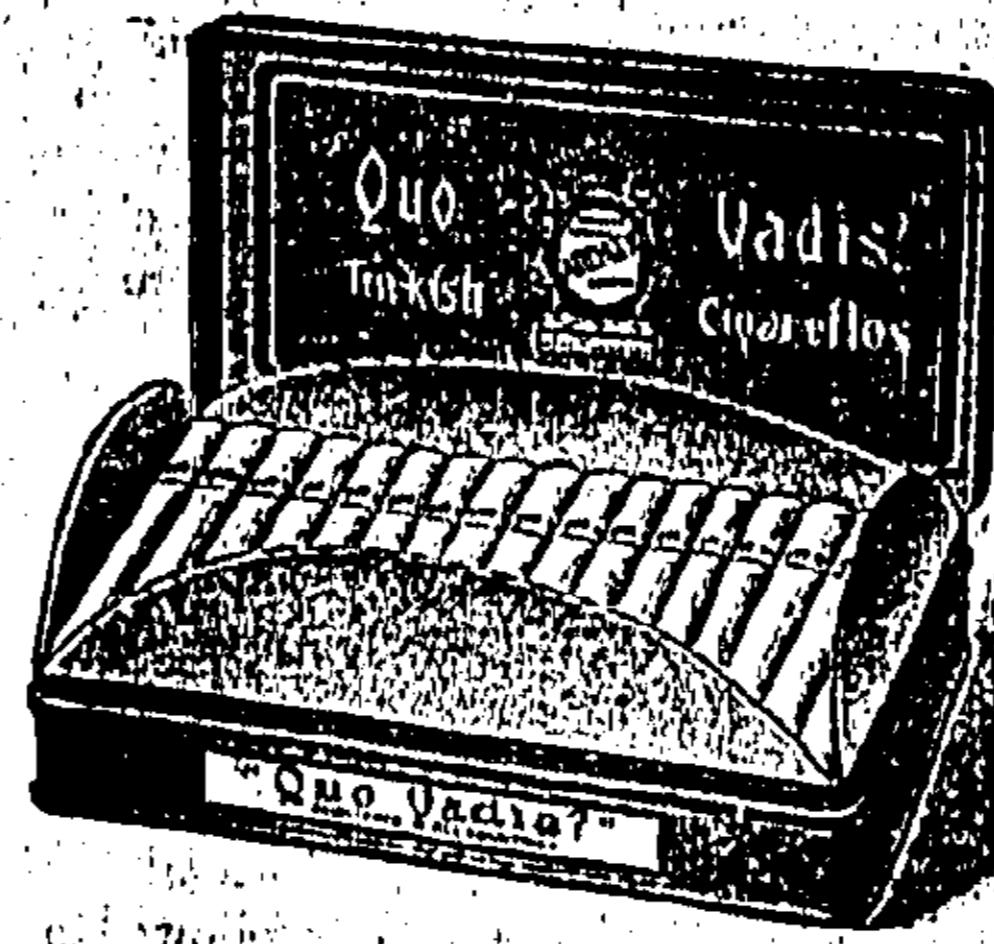
To-day's Advertisements

QUO VADIS?

HIGHLY RECOMMENDED TURKISH LEAF CIGARETTES

MANUFACTURERS:

ARDATH TOBACCO CO., LTD., LONDON.



Per Tin of 50: \$1.50.

SOLD BY

KRUSE & CO.

DAIRY FARM NEWS.

DAIRY FED PORK

Charles Lamb in his dissertation on the PIG, was the first to tell us how the Chinese love their pig—dead and roasted; but it is not for us! We know that pig, and SOME of the things he is fed on—but not all!

Ah; but this is DAIRY FARM PIG, a dainty little fellow, fed on the fat of the land, DAIRY FARM MILK and all the good things in pigdom. Is there any difference in Pork? Well, for goodness sake, where do you live? Buy it, try it, eat it, then you will KNOW. Cooked to a turn—the Chinese know how—and the "crackling"—UM.

Don't wait for Christmas, you may be dead before that—and so may the pig!

October 18, 1912.

HUMPHREY TAYLOR'S LIQUEURS



of Appointment
King George V.

By Royal Warrant

to H.M.



GARNER QUELCH & CO.

Tel. 030. SOLE AGENTS.

WM. POWELL, LTD.

TELEPHONE 346.

HIGH CLASS GENT'S OUTFITTERS.

CHANGE OF SEASONS.

White "VIYELLA" Underwear

Guaranteed Unshrinkable,

Warmth Without Weight,

Beautiful

Soft Non-irritable Garments.

"TANSAN"

THE KING OF MINERAL WATERS.

Our claim is that sparkling Tansan stands alone, being not only the most delicious and digestable but the most invigorating of all natural Mineral Waters.

"It Prolongs the Period Of Youth."

"It Extends the Span Of Life."

Per Case of 48 Half Bottles \$ 7.25

Dozen of Half Bottles \$ 1.85

Case of 100 Quarter Bottles \$ 9.25

Dozen of Quarter Bottles \$ 1.25

SOLE AGENTS

GANDE, PRICE & CO., LTD.

Wine Merchants.

12, Queen's Road Central, Hongkong.

HONGKONG.

Tel. No. 185.

Hongkong, 1st November 1912.

Shipping

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrtsgesellschaft "HANSA."EAST ASIATIC SERVICE, JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO.

Regular Sailings from HAMBURG and New York.

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at through ports in all European, North American and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Italian Ports, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

10 NOVEMBER.

OUTWARD.	
For Shanghai, Kobe & Y. N. K.	S.S. ARCAI
For S. LIBERIA	13th Nov.
For ALESIA	13th Nov.
For SAMBIA	6th Dec.
For ARMENIA	12th Dec.
BRISGAVIA	8th Jan.
SILESIA	10th Jan.
O. J. D. AILERS	26th Jan.
SUEVIA	10th Feb.

Hamburg-Amerika Linie,
Hongkong Office.

BRITISH INDIA S. N. CO., LTD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
KOBÉ, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "LAWAIA," 3,261 tons, Captain C. H. Lane, will be
despatched for YOKOHAM and KOBÉ on the 10th November, at noon,
to be followed on the 21st November, by S.S. "OKARA," Captain Evans,
taking cargo and passengers at current rates.For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
Agents.Telephone No. 216,
Hongkong, 29th October, 1912.

LOG BOOK.

The Osaka Shosen Kaisha and
the Bombay Trade.

The O.S.K. has made an offer to the Spinning Guild to undertake the transportation of Bombay cotton. The Spinning Guild, having a contract with the N.Y.K. for the transportation of Indian cotton, the O.S.K. has notified the N.Y.K. of the proposal, and is now awaiting a reply. Previous to making this proposal to the Spinning Guild, the Company spent a long time making investigations and the result is considered promising. While the N.Y.K. has the Bombay line and the Australian line, not to mention the lines to Europe and America, the O.S.K. only has the American line, and the Company has long been making efforts to find some other foreign field. The proposal which has now been made to the Spinning Guild shows that the O.S.K. is satisfied that the time has arrived for an extension of its services. It is understood that the O.S.K. has firmly determined to start this new business. It is not considered likely that the N.Y.K. will reject the offer, but as the Company has an understanding with foreign companies interested in the line, it may have some trouble in negotiating matters with the O.S.K. However, just now there are not enough vessels on the line and the Spinning Guild will doubtless welcome the proposal.

Captain Rowe, R.G.A.
Capt. R. H. Rowe, Royal Garrison Artillery, who has been home on leave, left Liverpool on September 25 to re-unite surveying duty in Southern Nigeria. The officers accompanying him are Lieut. G. G. Waterhouse, Royal Engineers; Lieut. J. Dore, Royal North Lancashire Regiment; and Lieut. G. H. Bell, South Lancashire Regiment.

To Sail

FOR SHANGHAI, KOBE
AND MOJI.

THE Steamship

"JAPAN."

Capt. L. Y. Archibald, will be despatched for the above ports on FRIDAY, the 8th Nov., at 1 P.M.

The Steamship has an easier accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$20. For Freight or Passage, apply to
DAVID SASOON & CO., LTD.

Agents.

Hongkong, 3rd Oct., 1912. [800]

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL

LINE.

FOR MANILA, YAP, MARONN
FRIEDRICH, WILHELM, HAFEN, RABAUL, BRISBANE
AND SYDNEY.

THE Steamship

"COBLENZ."

Capt. J. Klegh, will leave for the above, 12th Nov., 1912.

For Freight or Passage, apply to
NORDDEUTSCHER LLOYD,

MELCHERS & CO., LTD.

Agents.

Hongkong, 8th Oct., 1912. [800]

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched
London and Antwerp	Flintshire	J. M. & Co.	20 November
London via Usual Ports of Call	India	P. & O. Co.	9 November
London and Antwerp via Singapore, &c.	Nyanza	P. & O. Co.	13 Nov., about
Havre and Hamburg	Areada	H. A. L.	3 November
Havre, Bremen and Hamburg, &c.	Sandu	H. A. L.	20 November
Bremen, Hamburg and Antwerp, &c.	Sithonia	H. A. L.	22 November
Marseilles and Hamburg	Sonegambia	H. A. L.	4 November
Marseilles, London & Antwerp via Singapore, &c.	Kitano Maru	N. Y. K.	8 Nov., daylight
Cape Ports via Mauritius	Dunorie	Bank Line	Begin January
Rotterdam and Antwerp	Glenfarg	S. T. & Co.	6 November
Rotterdam and Hamburg, &c.	Aragon	H. A. L.	5 December
Trieste via Singapore, Penang & Colombo, &c.	Bohemia	S. W. & Co.	19 November
Naples, Genoa, Algiers, Gibraltar, Southampton	P. E. Friedrich	M. & Co.	13 November

New York, San Francisco and Canada.

Boston and New York via Suez Canal	City of Baroda	Bank Line	25 Nov., about
Baltimore and New York via Suez Canal	Saint Patrick	D. & Co.	14 Nov., about
San Francisco via Japan, &c.	Indrakula	J. M. & Co.	5 Nov., about
San Francisco via Shanghai and Japan, &c.	Persia	P. M. Co.	12 November
San Francisco via Keelung and Japan, &c.	Tenyo Maru	T. K. K.	5 November
Victoria, B.C., and Tacoma via Keelung, &c.	Korea	P. M. Co.	19 November
Yokohama Maru	M. S. K.	O. S. K.	12 November
Monteagle	Yokohama Maru	N. Y. K.	5 November
Vancouver, &c.	Monteagle	C. P. R. Co.	14 December
Vancouver via Shanghai and Japan, &c.	Lord Curzon	Bank Line	20 November
Mexico, Peru, Chile via Japan	Empress of Japan	C. P. R. Co.	16 November
Hongkong Maru	T. K. K.	T. K. K.	3 December

Australia.

Australian Ports	Eastern	G. L. & Co.	9 November
do	Nikko Maru	N. Y. K.	22 November
Australian Ports via Manila	Coblenz	M. & Co.	2 November

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroem	J. C. J. L.	Quick despatch
Kudat and Sandakan	Borneo	M. & Co.	Middle November
Bombay via Singapore and Colombo	Hakata Maru	N. Y. K.	2 November
do	Kawachi Maru	N. Y. K.	11 November
Singapore and Sourabaya	Fausing	J. M. & Co.	4 November
Singapore, Penang and Calcutta	Dilwara	D. S. & Co.	4 November
do	Kaungsang	J. M. & Co.	2 November
Singapore, Batavia, Samarang and Sourabaya	Bunri Maru	D. & Co.	7 Nov., about
Japan	Lawada	J. M. & Co.	10 November
Japan, &c.	Tjilwong	J. C. J. L.	Quick despatch
Kobe and Yokohama	Alesia	H. A. L.	19 November
do	Prinz Sigismund	M. & Co.	12 Nov., about
Kobe and Yokohama	Tango Maru	N. Y. K.	7 November
Nagasaki, Kobe and Yokohama	Kumano Maru	N. Y. K.	20 November
Amping and Toka via Swatow and Amoy	Sosho Maru	O. S. K.	13 November
Fuetsu	Cheungsing	J. M. & Co.	8 November
Kwang-chow-wang and Haiphong	Si-kiang	M. M. Co.	6 November
Swatow	Haitan	D. L. & Co.	3 November
Swatow, Amoy and Foochow	Daigai Maru	O. S. K.	3 November
do	Kaijo Maru	O. S. K.	6 November
Famui via Swatow and Amoy	Loongsang	J. M. & Co.	2 November
Foo-hoo via Swatow and Amoy	Yuensang	J. M. & Co.	9 November
Manila	Taming	B. & S.	5 November
Manila, Cebu and Ililo	Rubi	S. T. & Co.	16 November
Manila, Manzarin, Ililo and Cobu	Prinzess Alice	M. & Co.	13 Nov., about
do	Sanuki Maru	N. Y. K.	6 November
Shanghai, Tsingtao, Kobe and Yokohama	Jelunga	D. S. & Co.	5 November
Shanghai, Moji and Kobe	Namsang	J. M. & Co.	11 November
Shanghai, Kobe and Moji	Australien	M. M. Co.	4 November
do	Kirin Maru	H. A. L.	13 November
Shanghai, Kobe and Yokohama	Ceylon	N. Y. K.	11 November
do	Bohemia	A. N. & Co.	17 November
Shanghai and Japan	Tjilatjap	S. W. & Co.	4 November
Shanghai	Assaye	P. & O. Co.	7 November
do	Hangsang	J. M. & Co.	2 November
do	Chinhuas	B. & S.	7 November

To Sail

FOR CALCUTTA, PENANG
AND SINGAPORE.Taking cargo on through Bills of
Lading to Rangoon, Madras, and
Mauritius.

THE Steamship

"DEWAWA."

Capt. W. J. Bishop, will be despatched
above on MONDAY, the 4th Nov.,
at 1 P.M.For Freight and further information,
apply toDODWELL & CO., LTD.,
Agents.

Hongkong, 23rd Oct., 1912. [768]

FOR SHANGHAI, KOBE
AND MOJI.

THE Steamship

"JELUNGA."

Captain D. MacAden, will be despatched
for the above ports on MONDAY,
the 4th Nov., 1912.

The Steamship has superior accommoda-

tion for passengers, is installed
throughout with Electric Light and
carries a duly certified doctor.

Return tickets are available by the

Indo-China Steam Navigation Co.'s
Steamers. Fare for round trip \$20.For Freight or Passage, apply to
DAVID SASOON & CO., LTD.

Agents.

Hongkong, 23rd Oct., 1912. [768]

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL

LINE.

THE Steamship

"COBLENZ."

Captain J. Klegh, will leave for the
above, 12th Nov., 1912.For Freight or Passage, apply to
NORDDEUTSCHER LLOYD,

MELCHERS & CO., LTD.

Agents.

HOTEL LISTS.

Consignees.

NOTICE TO CONSIGNEES
FROM CALCUTTA, PENANG
AND SINGAPORE.

THE Steamship

"JELUNGA,"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 2 p.m. of the 1st prox., will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE & PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASOON & CO., LTD.

Agents.

Hongkong, 31st Oct. 1912. 1812

MINNESOTA AFFRAY.

Conclusion of Yesterday's Evidence.

Before Mr. C. D. Melbourne yesterday afternoon, the case was continued in which John Sexton Dunn stands charged with the murder of Robert Wangstrom, a water-tender on the s.s. Minnesota, on the 28th October.

Harold Maysent, third electrician, continuing his evidence, said that he followed the deceased. He believed others followed but he did not look round to see if they continued. He followed deceased to the place marked three on the plan. Deceased had caught up to the accused. He saw the deceased strike the accused on the back of the head with his right fist. He had just caught up to the accused and was on the run. He struck the accused on the back of the head. Witness was about thirty-five feet away from the accused and the accused fell forward, as though he was dazed and when he returned he received another blow on the side of the face. Deceased delivered that blow also. He (witness) thought the blow was delivered on the left side of the face. The two men blocked up the gangway and he could not see any more. The only signs of a struggle he saw were the actions of the two men swinging to and fro. He caught hold of the deceased and pushed him away. Deceased's hands were loose. He caught deceased by the shirt front and the back. He separated them. He did not notice if they had hold of each other; everything was done so quickly.

"YORCK,"

having arrived, Consignees of cargo are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 6th of Nov., will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 6th of Nov., at 9.30 a.m.

All claim must reach us before the 18th of November, 1912, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,

General Agents.

Hongkong, 30th Oct. 1912. 1812

TOYO KISEN KAISHA.

S.S. "TENYO MARU,"
FROM SAN FRANCISCO, in
HONOLULU JAPAN PORTS
and MANILA,

The above-named steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on MONDAY, 28th October, at 5 p.m. will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No claim will be recognized after the goods have left the steamer or godown, and all goods remaining undelivered on MONDAY, 4th Nov. at 5 p.m. will be subject to rent and landing charges.

All chafed and otherwise damaged cargo to be left on board or godown and examination of same to be held on TUESDAY, 5th Nov., at 8 p.m.

All claims must be filed on or before 11th November, otherwise they will not be recognized.

S. MORIMOTO,
Agent.

Hongkong, 28th Oct. 1912. 1812

Bulgarian Monarch on the Balkan Situation.

St. Petersburg, September 23.

The "Bourse Gazette" publishes an interview with King Nicolas of Montenegro which is stated to have been revised by him before publication. "I place the interests of great Russia before those of little Montenegro. His Majesty is reported to have said: "The desire expressed by the Russian Government not to see the peace of the Balkans broken will be respected by Montenegro, notwithstanding that war would at present be less ruinous than peace. "I understand the distrust of the Servian people towards the Turkish promises. If I were a private individual, I should be the first to take up arms, but as King, I bow to the wishes of Russia."

Calderon, R.

Atkins, Mr. & Mrs. Elliott, Capt. and 2 children.

O'Farrell, Mr. & Mrs. Kydd, T. W.

Cavender, Mr. and Mrs. Min. G.

Mr. Smith, G.

Fletcher, T. J.

Wood, E. M.

Mount, W. A.

McGill, W. A.

COMMERCIAL.

New U. S. Tobacco Concern.

There is in process of formation, says a New York message, dated September 21, published in London, a company which proposes to manufacture on a very extensive scale all forms of tobacco, but especially cigarettes, and which is said to contemplate a fierce struggle for supremacy over the American Tobacco Company. Its capital will amount to \$50,000,000, made up of \$30,000,000 in common and \$20,000,000 in preference stock. Mr. Daniel Reid, the chairman of the Rock Island Company, is said to be one of the chief supporters of the scheme, and with him are associated several other important men, including a number identified with the Morgan group and with the Surbrug Company, which was taken over a few days ago by Mr. William Butler, of the old Pall Mall cigarette firm. Mr. Butler is named as the actual organiser, but it is likely that he is acting on behalf of larger interests involved. The Surbrug Company will represent but a small part of the new concern, options having been secured on a large number of independent tobacco companies. These will be formally taken over very shortly.

British Rubber Estates of Java.

The report for the period ended June 30 states that after charging the profit and loss account with the whole expense of cropping, preparation, and realization of the produce, 25 per cent. of the maintenance, clearing, and cultivation, and the whole of the administration in London, it shows a profit of £5,000. The directors propose that a first dividend, at the rate of 5 per cent., free of tax, should be paid, leaving £1,500 to be carried forward. It is proposed to issue the next balance-sheets made up to December 31, 1912. The production of rubber for the 12 months to June 30 was 2,334lb. The coffee crop for this year already shows a large increase over last year's figures, and with the satisfactory prices which have been obtained this culture has been very profitable. The production for the year to June 30 was 3,304 piculs (4,011 cwt.).

Industrial Development in Bombay.

Bombay, says the "Statesman," is on the eve of an important industrial development. A scheme is being pushed forward for the establishment of large chemical works for the manufacture from sulphuric acid of a large number of products dependent on this acid. The intention is to take the raw materials of the country, which are now being exported or not used at all, and convert them into fertilisers or chemical products used by the textile trades of Bombay. Sir George Clarke, who recently referred in a speech to the advantages of chemical fertilisers, is taking a great interest in the scheme.

Jugra Land and Rubber Estates.

The report for the year ended April 30 states that tapping was begun on September 11, 1911, and the rubber obtained to April 30, was 2,842lb. The price obtained for last year's crop sold to date was 4s. 0d. per lb., and the crop expenses averaged 2s. 0d. per lb. The latter figure will be reduced as more trees come into bearing. Owing to the small crop obtained the directors have not opened a revenue account, and they have accordingly deducted £3,513 from the cost of maintaining and developing the estate. The estimated output for the current year is 100,000lb.

Banking Law for Egypt.

According to the "Messaggero Egiziano," the Ministry of Finance, in agreement with Lord Kitchener, has prepared a draft law for the inspection of both native and foreign banking establishments doing business in Egypt. The proposed inspection would be carried out by a special department to be attached to the Ministry of Finance. On his return from leave Lord Kitchener will examine the draft law, which is, as the journal, to be submitted to the Legislative Council for its observations in the beginning of its forthcoming session, and eventually will go to the "Mixed Courts" for sanction, so that it may be applied to foreign banks.

London Rubber Market.

The East Asiatic Company's Daily Report for October 26 says:—

The market in London, yesterday, was weaker for Para grades, and quiet for Plantation grades. The closing prices were:—

Hard fine Para spot ... 4/5d
Hard fine Para forward ... 4/4d
First later crepe ... 4/2d
three months ... 4/2d

The Return to Tongkai Harbour:—Week ending October 19, 18 tons.

Serendah:—September 33, 14;

estimated profit \$1,014.86.

Singapore Produce.

October 25, 1912.

Gambier buyers 88.50

do (Cube No. 1) unpicked 14.50

Copra Sundried ... 11.20

do Mixed ... 10.80

Pepper, Black ... 19.50

do White 5 per cent ... 32.75

Sago Flour Sarawak ... 4.05

do Bruno No. 1 ... none

Pearl Sago ... 5.50

Coffee Bali ... 34.00

Coffee Palembang 10 per cent. basis ... 33.00

Tapioca, small flake ... 8.00

do small pearl ... 7.30

do med. pearl ... 7.30

Tin ... 114.40

Opium, China ... 3.400

" Straits ... 1.250

Rice, Rangoon White ... 220

Rice, Siam No. 1 ... 320

do No. 2 ... 290

Petroleum.

Devco's Imp. Brilliant Oil

(2 tins) ... 3.42

Sylvan Arrow Oil (2 tins) ... 3.11

Fish Brand (2 tins in case at 3.15

Oil ... 3.15

Lamp/Glass (2 tins in case at 3.15

(superfine) (2 tins) ... 3.05

Langkat's (2 tins in case at 3.05

Dragon (2 tins) ... 2.95

Brand ... 2.95

Bulk Oil per drum of 4

galls ... 2.55

Cross Oil (2 tins) at 2.75

Turpene per tin 4 gallons at 2.00

1. Ireland's Cruiser Squadron.

Preparations are being advanced for the accommodation of the Cruiser Squadron which is to be based at Queenstown. The six vessels of the Edgar class will be moored three abreast in Monkstown Bay. The Endymion, on the completion of her refit at Haulbowline Dockyard, will be commissioned at Queenstown, and a similar course will be followed with the Crescent, which is to be sent to the Irish dockyard for refit as soon as the Endymion is out of hand.

New Zealand Battle Cruiser.

The New Zealand battle-cruiser, built at the charge of the New Zealand Government by the Fairfield Shipbuilding Company, Govan, arrived at Plymouth on 30th Sept., and went into dock at Devonport the next day to be prepared for her official steam trials. The New Zealand offer was unconditional. The battle-cruiser may be employed when and where the Admiralty pleases and though she will ultimately be attached to the China Squadron of the Eastern fleet, she is to serve in European waters for a time.

2. Public Auction.

G. ... R.

PARTICULARS and CONDI-

TIONS of the letting by Public Auction, to be held on MON-

DAY, the 4th day of November,

1912, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of CROWN LAND West of the Public Landauies, Kennedy Road, and below Kennedy Road respectively in the Colony of Hongkong, for a term of 75 years, with the option of renewal at Crown Rents to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

3. PARTICULARS OF THE LOTS.

Up-to-Price ... 2 5

Annual Rent. ... 2 5

Contents in R. ft. ... 2 5

THE DAGRE CASTLE

(Continued from page 5.)

officers were trying to attract the attention of a Japanese cruiser, with Morse signals. The Japanese cruiser had been anchored where she was since Sept. 10, and her anchors had got a good hold. They received no answer from the Japanese, and when the water reached the electric dynamos there was no further means of signalling. Shortly after the Japanese cruiser put a searchlight on the ship and kept it there all night. They all remained on board, until the weather moderated, and then they all went ashore. About 4 a.m., however, forgotten to mention it before, the boat broke her back about midships, across the deck and down by the side platings.

By the Court:—How many fathoms of chain had you when you went ashore?—One hundred and thirty fathoms.

Steam in all the Boilers.

Charles John Fairbairn, chief engineer, said that when the typhoon signal went up, he had about 20 fathoms of steam up. They had two boilers on the boat and one auxiliary. There was steam in all three. About 4 p.m. on Sept. 10 he received orders to get up steam and at once he brought his fires forward. At 5.15 p.m. he had a full head of steam. He immediately reported to the master and at 5.40 p.m. they got under way. He kept a full head of steam on until she went ashore. An hour after, they had to leave the engine room, and the boat had been pounding on the rocks all the time. The reason they had to leave was that the boiler had begun to lift. No water had been made in the engine room when he left, but shortly after, there was. The dynamo was running on the donkey boiler, shortly after that the fires were put out.

Joseph William Yates, boatswain of the Dagre Castle, said the ship went ashore on the night of September 16. He could not say when the typhoon signals went up, but it started to blow hard in the afternoon of Sept. 15. This witness thought that the starboard anchor was of little use because they could only pay out a few fathoms of the chain. There were ninety fathoms out on the port side and the starboard anchor was only "just under her foot." That was the first time but the second time the starboard anchor went out alright. The fact that that anchor fouled was not reported to the master.

The finding of the court was as follows:—

We find that the British s.s. Dagre Castle Q.N. 124119 of Liverpool of which Edward Arthur Gough, the number of whose certificates of competency is 034489 London, was master, left Yokohama on voyage to Boston and New York, via ports, and arrived at Keelung, Formosa, on Sept. 14 1912, with a general cargo of about 5,300 tons, this being about one half her total capacity; that she was moored head and stern, between two buoys in the inner harbour, and starboard anchor down.

On Sept. 15 a typhoon warning was hoisted and the barometer gave warning of approaching bad weather. On that evening additional wires to the buoys were supplied. The following day at about 4 p.m. the stern wires parted. The ship which had swung round in the vicinity of two Japanese steamers was given a shor to port, and the port anchor let go. She then began to drag and as soon as sufficient storm was available—5 p.m.—she got under way and proceeded to the outer harbour, where both anchors were let go in line to windward. Twice these anchors dragged and the ship was taken to windward and re-anchored. The second time she was struck by a very heavy squall and carried bodily on to the rocks where she, shortly afterwards broke in two.

We are opinion that all possible steps were taken to prevent disaster and that no blame attaches to any one concerned.

We wish to place on record our sense of the good seamanship displayed by the master, in getting his ship out of the narrow waters of the inner harbour, under the then existing circumstances.

MUSICAL COMEDY.

The Ferris Hartman Company's Season.

The Ferris Hartman Musical Comedy Company is to be open season in the Theatre Royal tomorrow night, and, from all accounts, Hongkong has a treat in store.

As "Bismarck" (a janitor), Mr. Hartman is more than usually funny, in the play entitled the "Campus."

The success of the company has been phenomenal, and this is solely due to the excellent quality of their work.

For years Mr. Hartman has delighted audiences on the Pacific Coast, as an old German, a difficult part to play. Mr. Hartman is especially clever, as the success he has had both in the East and the West proves.

The other members of the company ably support Mr. Hartman, and in all their plays their smooth working has been much admired.

Mr. Walter de Leon is a great favourite in the East, and his opening song, in the "Campus," always makes a decided hit.

The company consists of: Mr. Ferris Hartman, Walter de Leon, Leoce Arbrick, Harry Pollard, Elmer Thompson, Lawrence Lowes, Miss Josie Hart, Miss Muggins' Davies, Miss Dixie Blair, Miss Minta Durfee, Miss Adelaide Dale, Miss Bettie Devereaux, Miss Amy Hanson, Miss Fay Hartly, Miss Fay Posten, Miss Dorothy Russell, Miss Lottie Vermont, Miss Grace Dennett and Miss Alice Fuller.

Miss Josie Hart is celebrated for her impersonations, and her ability to keep a straight face while Mr. Hartman "makes fun," is said to be a study in itself.

HONGKONG VOLUNTEER CORPS.

The following corps orders have been issued by Major D. Macdonald.

Artillery battery.—Monday, 4th, guards & ceremonials; Tuesday, 5th, gun drill & specialists' examination; Wednesday, 6th, gun drill & specialists' examination; Friday, 8th, battery drill.

Engineer company.—Monday, 4th, guards & ceremonials; Tuesday, 5th, field telephones; Wednesday, 6th, technical drill at Belchers Fort at 8 p.m.; Friday, 8th, semaphore signalling.

Machine-gun company.—Monday, 4th, guards & ceremonials; Tuesday, 5th, examination in mechanism; Wednesday, 6th, examination in mechanism; Friday, 8th M. G. drill.

Joined.—The undermentioned members, having joined the corps, are allotted corps numbers and posted as follows:—1373, F. H. Coleman, to Engineer coy; 1374, J. H. Jack, to Howitzer section; 1375, P. D. McWhamond, to Scouts coy; 1376, R. O. Hutchison, to Scouts Company.

Resigned.—Bombr. F. Elphinstone is permitted to resign, to date 20.10.12.

Leave.—Pte. A. L. Dawson is granted leave of absence for six months with effect from 20.10.12. Equipment.—Members who have not yet drawn their rifles and equipment from headquarters for the present drill season should do so at once.

Inspection.—The Artillery battery will parade at headquarters at 2 p.m. on Saturday, the 2nd November, for inspection by the Inspector of Royal Garrison Artillery. Dress khaki jacket and trousers, with puttees, black boots, and helmets without badge. All members of the Artillery Battery are urged to attend this inspection punctually at 2 p.m.

Notice.—Howitzer section.—The 2nd company, shoot of the above section will be held at King's Park range on Sunday next, the 3rd instant, commencing at 2.30 p.m. Ammunition must be obtained from Volunteer headquarters before 1 p.m. on Saturday, the 2nd instant.

Engineer company.—Artificial club has been formed in connection with the above company. Members desirous of joining should send their names to Capt. Pollard, Volunteer headquarters.

POST OFFICE

XMAS AND NEW YEAR PARCELS.

The Public are informed that the Christmas and New Year Parcels Mail to the United Kingdom and Country beyond, will be closed in this Office on Friday, the 8th of November at 5 p.m. This Parcels Mail by the long-sea route, via Gibraltar, is due to reach London on the 14th of December. Parcels may be forwarded by the same Mail via Brindisi with an extra fee of 60 cents. Parcels so forwarded are due to reach London on the 6th of December. The following Mail of the 22nd November is not due in London via Gibraltar, until the 26th of December; via Brindisi on the 20th of December.

Parcels containing Gold or Silver must be insured for at least part of their value. All Insured Parcels must be sealed. All the seals must be of the same coloured wax and must bear the impression of a private device. This device must be the same on each seal.

Straight, Curved, Crooked or Dotted Lines are not admissible. Buttons, Coins or Thimbles are not to be used for sealing.

The Clerks of the Post Office are forbidden to affix stamps on Letters or Parcels or to seal any article for the Public. Parcels that in the opinion of the Office handling the same do not comply with the regulations, will not be accepted.

It is requested that Parcels be posted early.

MAILS VIA SIBERIA.

Left London Oct. 9 Oct. 18

Due Shanghai Oct. 26 Oct. 28

Station Hour Barometer

Temperature

Humidity

Direction

Force

Wind.

Station Hour Barometer

Temperature

Humidity

Direction

Force